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THE DRAGON MOTOR CAR CO., LTD.

THE POLITICAL CRISIS AT HOME.

Unionist "Die-Hards" Want Their Freedom.

(Reuter's Service.)

London, October 17.
Lord Salisbury, addressing the Unionist "Die-Hards" at Arlington House, repudiated the advice of Mr. Chamberlain to support the Coalition, which was increasingly unpopular. He said the only ground for continuing the Coalition was the Bolshevik bogey, but it was absurd to say that the majority of the working classes were Bolsheviks; they were hard-headed and patriotic. The need for the Coalition had gone and Unionists respectfully demanded the freedom of their party.

Premier's Next Speech.

London, October 17.
Leeds is to be the scene of Mr. Lloyd George's speech on the 21st instant.

Mr. Churchill Ill.

London, October 17.
Mr. Churchill's speech at Bristol has been postponed. He is suffering from gastro-enteritis.

Mr. Cecil Harmsworth Retiring.

London, October 17.
Mr. Cecil Harmsworth has notified his constituency that he is not standing at the next election as he desires to make room for younger men able to take up Parliamentary burdens. He avows himself a strong supporter of the Premier.
[Mr. Cecil Harmsworth represents the Luton Division of Bedfordshire. He polled 13,501 votes as a Coalition Liberal at the last election, against 3,864 secured by Mr. Willet Ball, the Labour candidate.]

U.S. PROHIBITION AT SEA.

Question of Storage in Abyeance.

London, October 17.
The American Embassy announces that the sale of intoxicating liquors is prohibited on ships within American territorial waters from the 7th inst., and that the provisions of the Prohibition Act are applicable to ships leaving foreign ports after the 21st inst. on entering territorial waters. Prohibition does not apply to foreign vessels passing through the Panama Canal but not touching an American port.

It is noteworthy that the foregoing does not mention the prohibition of storage of liquor on foreign vessels, which was the subject of the recent Daugherty ruling.

Reuter understands that the British Note mentioned yesterday is a reply to the suggestion of the United States months ago that Britain might assist the United States in stopping the liquor traffic by taking certain precautions at British ports. It does not refer to the Daugherty ruling.

Outline of British Policy.

Reuter learns that, after much discussion between the Foreign Office, the Colonial Office, and the Board of Trade on the proposed Anglo-American co-operation in regard to smuggling alcoholic liquors, British policy has been framed on the following lines: Britain sympathizes with the desire, in every way, prevent breaches of the American law from British colonies; indeed, months ago instructions were given that irregularities should not be permitted and orders given to officials with a view to preventing further transfers of American vessels to the British flag pending complete investigation. If, despite the precautions, the fictitious owner secures registry, proceedings will be taken and the ship be subject to forfeiture.

NEW FLYING RECORD.

Over 248 Miles an Hour.

Mount Clemens (Michigan), Oct. 17.
Lieutenant Vaughan covered a measured kilometre at the record speed of 248.5 miles per hour in a Curtiss aeroplane.

A Lucky Escape.

London, October 17.
Lieut. Raynham today flew for 1 hour and 35 minutes at Ilford in a thirty-mile wind. Captain Merriam was attempting to emulate the feat when his machine was caught in a gust. When he released the catapult his machine nose-dived and crashed, but Capt. Merriam was unhurt.

U.S. Army Dirigible Destroyed.

San Antonio (Texas), Oct. 17.
The Army dirigible "C" was returning to Washington after a trans-continental flight when it was forced by wind against the bangar from which it was being taken out and its huge envelope ripped open. The hiss of escaping gas warned the crew of twenty, who leaped out of the machine and fled before the explosion, which totally destroyed the machine. Four of the crew have been sent to hospital with broken limbs and burns.

MODIFICATIONS OF THE TREATY OF SEVRES.

Proposed Conference to Discuss Financial and Economic Clauses.

London, October 17.
Reuter learns that Britain has suggested to France and Italy that there should be a meeting of Allied experts in London as soon as possible to discuss any necessary modifications of the financial and economic clauses of the Treaty of Sevres. There is no question of a conference; the meetings will be quite informal. No definite decisions will be taken. Italy has agreed to be represented at the meeting. France has not yet replied.

SCOTTISH CHURCHES MISSIONARY CONGRESS.

Message from the King.

London, October 17.
The King, in a message to the Scottish Churches' Missionary Congress at Glasgow to-day, spoke of the noble self-sacrificing work of the mission fields and described the Congress as a happy augury for the future of missionary endeavour. His Majesty hoped and prayed that the joint deliberations of the Churches would be a source of new strength and inspiration in spreading the Christian Gospel.

U.S. MISSIONARIES.

Seized by Bandits.

Kaifeng, Oct. 18.—Two American missionaries, the Revs. Fosberg and Lundeen, were seized by bandits at Juchow on the 13th instant.—Reuter.

IN SIBERIA.

Red Troops Advancing.

Peking, Oct. 18.—A foreign telegram from Siberia says the White resistance has been completely broken. The Reds occupied Nikolai on Sunday and are now advancing towards the neutral zone. The main White forces are continuing to retreat towards Pesset Bay. Dieterichs staff will shortly leave Vladivostok with the intention of rejoining the troops.—Reuter.

WATER POLO LEAGUE.

United A. C. Win Second Place.

An exciting match in the Water Polo League was played at the V.R.C. bath last evening to decide the runners-up position in the competition, the rival teams being the United Athletic Club and the Lusitano Recreation Club, who has tied for second place. The United won by the narrow margin of two goals to one, the scorers being Laing and Mason for the winners and A. V. Barros for the losers. The winners of the League are the Victoria Recreation Club.

PORTUGUESE BOY IN TROUBLE.

Alleged Bicycle Theft.

Victor Nevás, a Portuguese boy, was charged before Mr. R. E. Lindsell, at the Police Court this morning, with the theft of a bicycle from a shop on the Praya East.

It is stated by the police that Nevás engaged the bicycle on Saturday and neglected to return it. Whilst riding the bicycle in Yaumatei yesterday, he was recognised and arrested.

Mr. R. E. Webster is appearing for the defence, the case having been remanded. Bail for the defendant was fixed at \$250.

BRITISH RAILWAY FARES.

To Be Reduced in January.

London, October 17.
The British railway companies will reduce their fares on January 1st, by one-seventh, which is equivalent to a farthing per mile, thereby bringing down the increase of 75 per cent. made during wartime over the pre-war fares, to 50 per cent.

SUEZ HARBOUR WORKS.

Dutch Firm Alleges Breach of Contract.

Cairo, October 17.
The Dutch firm, Messrs. Bos, are claiming £400,000 (Egyptian) and damages for the Government's decision of a contract to construct a new harbour at Suez, owing to alleged breaches of contract.

RUBBER SCHEME IMPROVES SHARE MARKET.

Prices Rise Substantially.

London, October 17.
The predominant feature of the Stock Exchange yesterday was the revival of rubber shares. Business was bigger than for a long time, and in many cases prices rose substantially.

COST OF LIVING GOING DOWN.

London, October 17.
The Ministry of Labour cost-of-living statistics show that the average level on September 30 was 78 per cent. above the pre-war standard, compared with 79 per cent. on October 31. This is the lowest since October, 1917.

(Other Telegrams on Page 5.)

HAKKAS & PUNTIS.

A Fight on the Peak.

The enmity which exists between the Hakkas and the Puntis was again illustrated yesterday when a number of men of these two clans employed on certain excavation work on the Peak above Magazine Gap, engaged in a fight from which some emerged with broken heads and damaged legs.

It appears from statements made by Inspector Fox, in the Police Court this morning, that four Puntis were employed in digging and six Hakkas in carrying away the earth. For convenience, the latter had placed a plank across the hole, but in the course of the excavations the timber was removed by the Puntis. When remonstrated with, they suggested that if the Hakkas desired to have the plank back in its original position, they could do the work themselves. The argument developed into a fight at this stage, bamboo poles being freely used.

When the police arrived they arrested the whole crowd. Each man was ordered by Mr. R. E. Lindsell to pay a fine of \$2 and to sign a personal bond of \$50 to keep the peace for six months.

COMMERCIAL GERMANY.

An Australian Traveller's Views.

Germany appears to be in an unenviable position at the present time from the point of view of commercial enterprise, and Overseas buyers who attempt to secure certain lines of German-made goods will probably be sadly disappointed, according to a letter received from an Australian who has recently been travelling in that country which we are permitted to publish.

"I have just had three weeks on the Continent and expressly visited all the centres in Germany engaged in the production of the goods which we are producing in Australia," the traveller writes. "I was taken to the German factories by a friend and in many instances was shown the methods of production."

"It is impossible for the German manufacturer to know the cost of his material from day to day," continued the correspondent. "Wages are rising almost weekly," he says, "the consequence being that the German manufacturer is forced to adopt the policy of booking orders at prices ruling when delivery is made. Some factories insist on half cash with order. Prices are quoted at factory and railway freights are rising constantly. Time of delivery is the most uncertain of all the conditions."

"In some cases materials are impossible to obtain and delivery is never made," the traveller states. "My impression is that the German manufacturer is giving preference to domestic trade and to the markets which are nearest to Germany. I consider it practically impossible to place indent orders under the conditions prevailing. Any firm which does so will be disappointed in the value and particularly in the time of delivery."

"It is probable that more profits will be lost by firms waiting for indents to arrive than will be gained by possible lower values," the correspondent goes on. "It is a common practice," he says, "for German firms to sell 'soft' fibre cases as vulcanised fibre. It is not altogether an accident that the grain and colour of these two materials produced in Germany and used by German manufacturers should be exactly similar. Many of the basic materials are purchased in London and the exchange brings about constantly varying and enhanced cost. It is extremely difficult even for domestic travelling goods buyers to secure supplies of German-made travelling goods," he concludes. "The Overseas buyer who attempts to do so will, I feel sure, be sadly disappointed."

SEQUEL TO MOTOR ACCIDENT.

Driver Charged with Manslaughter.

Harry Kong, licensed driver, employed by the Moon Garage, came before the Chief Justice (Sir Wm. Rees-Davies), at the Criminal Sessions, this morning, to answer to a charge of unlawfully killing an unknown coolie at Whitfield on Aug. 20th.

The Attorney-General (Hon. Mr. J. H. Kemp) conducted the case for the Crown and accused was defended by Mr. E. Zeitlyn. The jury were Messrs. J. W. Gloyn (foreman), W. Weir, J. Toppin, S. Komor, W. F. Gardner, R. Nazarin and F. M. Franco.

The Attorney-General explained that accused was charged with killing a coolie by negligent driving. Whitfield was that collection of houses near Bay View Police Station. Owing to a combination of unfortunate circumstances they had no plans, but the jury would have an opportunity of viewing the scene. He would tell them that the witnesses for the Crown did not agree entirely on the stories they told. It was very difficult for people in a sudden accident to remember actually what took place. Evidence would be given by two European gentlemen sitting in their quarters a little west of Bay View Police Station and also by two Chinese witnesses.

At the time the accident occurred, the Attorney-General continued, a "strut-of-vehicle" was passing through Whitfield, consisting of two motor-cycles in front, one of which was ridden by a police sergeant, and two motor-cars, including the one driven by accused. They were coming from Shaikwan and evidence would be given that deceased was walking towards Shaikwan, on the right-hand side.

One Chinese witness would say, the Attorney-General went on, that when the car reached deceased the coolie tried to avoid it by stepping on to the pavement. Just as he had one foot on the side-channel and the other on the pavement the car struck him and knocked him down. The car then struck a telegraph pole, shot across to the other side of the road and some distance along the pavement. Accepting that evidence, the Attorney-General submitted, the jury must find accused guilty of manslaughter.

"Unless there was a skid," his Lordship interposed. Mr. Zeitlyn:—There is a body of evidence to that effect.

The other Chinese witness did not see anybody knocked down, continued the Attorney-General, but he saw one car pass another, swerve to the left and knock down the pole. The account given by Kong to the Inspector who made inquiries after the accident, Counsel went on, was that the coolie ran across the road in front of his car. Accused tried to avoid him but failed. Counsel maintained that even if it could be shown that there was contributory negligence on the part of the deceased that would be no defence. He submitted that the degree of negligence required to be proved was only the absence of the exercise of ordinary and reasonable care. Counsel pointed out that Whitfield was a controlled area and while he did not think there was anyone who ever drove at a speed of 10 miles an hour it would be shown that accused was driving at an excessive speed having regard to the circumstances of the case.

After medical evidence had been given the jury went to view the scene of the accident. The jury returned after the tiffin interval and the evidence was then taken.

The case is proceeding as we go to press.

At Manor Farm, Kennington, near Ashford, Kent, wheat was carried from the field in the morning, thrashed, sold and delivered the same afternoon to the mill where it was immediately milled.

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A MIRACULOUS ESCAPE.

Bullet Fails to Pierce Skull.

At the Criminal Sessions, before Mr. Justice Wood, this morning, Wong Kum was charged with shooting at a painter named Wan Ko on Aug. 27th. There were a number of counts, including a charge of attempted murder.

The jury were Messrs. W. C. Shiner (foreman), Ip Pan, Lam Chi-lok, A. J. Pilgrim, W. Fox, J. H. Ramsay and P. K. Kwok.

From the story outlined by Mr. H. K. Holmes (for the Crown) it appears that about five o'clock on the afternoon of Aug. 27th the painter was walking up Aberdeen Street. Where Aberdeen Street joins Staunton Street he was shot from behind, the bullet striking the back of his head. It was a miraculous escape; the bullet, instead of piercing the skull, broke up. The unfortunate man fell down and somebody standing near noticed accused putting a pistol under his coat. Prisoner ran away after the firing of the shot, chased by the man who had seen him concealing his weapon. A constable also joined in the chase. Near No. 55, Bridges Street two station coolies were coming from the opposite direction. The policeman called out to them to stop accused and one of the coolies knocked prisoner down and took away from him a Colt automatic. It was fully loaded and ready to fire. After accused had been taken to the Police Station a constable was sent to the spot where the shooting took place. He found an empty shell corresponding to the others in the pistol found in accused's possession.

On the first count of attempted murder accused was sentenced to 14 years' hard labour, on the two counts of shooting with intent to maim and would be sentenced to terms of 10 years and 3 years respectively and for being in unlawful possession of arms sentence of one year's imprisonment was passed, to run concurrently.

Tam Sang, who was responsible for the arrest of prisoner, was commended by the Court for his plucky action.

News in To-day's New Advertisements.

"Without Benefit of Clergy" is the big attraction at the Coronet.—Page 3.

Further reductions are announced in connection with Shaw's closing sale.—Page 7.

Nazimova in "Billions" and a Jazz Band make up an attractive programme for the Kowloon Theatre.—Page 7.

Mr. R. Rodenfuser will be in charge of the local office of the Messageries Maritimes on and after Friday.—Page 4.

Consignees are advised of the arrival of the Blue Funnel s.s. Demodocus.—Page 5.

LISTEN!

Advertising is one way of commanding success.

A sale of Crown Land at Victoria Road takes place at the P.W.D. offices on Monday afternoon.—Page 4.

A European flat is to let in Lee Building, Gap Road.—Page 4.

A Japanese baby nurse is wanted.—Page 4.

Messrs. Komor and Komor advertise that they are closing the ladies' department with a sale.—Page 4.

Lantern Bros. have interesting auctions on Tuesday, Wednesday and Thursday next week.—Page 4.

To-Day's Exchange.

The closing rate of the dollar on demand to-day was 2s 3.9122.

The Weather.

2 p.m. Barometer—29.85. Temperature—81°. Humidity—79%.

Lighting Up Times.

Lighting up times for the various districts are as follows:—

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CHINESE PUBLIC
DISPENSARIES.Opening Ceremony of
New Hospital.

The opening ceremony of the Tsan Yuk Hospital, Western Street, was performed by Mrs. Hallifax, wife of the Secretary for Chinese Affairs, yesterday afternoon, a large and representative gathering witnessing the proceedings. Outside the door there was a small porch built with the ordinary Chinese coloured bamboo platings and decorated with festoons, flowers and flags. Mr. S. W. Tso, Chairman of the Sanying-pun-sen of the Chinese Public Dispensaries, presented a silver key to Mrs. Hallifax with which she opened the main door. Led by the Committee of the Public Dispensaries, the gathering entered the new building and proceeded to the second floor, where several speeches were made.

Among those present were the Hon. Mr. E. R. Hallifax, Hon. Mr. J. H. Kemp, Hon. Mr. Chow Shun-shan and Mrs. Chow Shun-shan, Hon. Mr. A. G. M. Fletcher and Mrs. Fletcher, Hon. Mr. E. A. Irving, Hon. Mr. Ng Hon-tsz and Mrs. Ng Hon-tsz, Mrs. Perkins, Mrs. Lang, Mr. and Mrs. G. R. Sayer, Mr. Li Pock-wai, Dr. C. W. McKenny, Professor K. H. Dwyer, Mr. Lo Ching-shan, Mr. Li Yick-mai, Mr. Ho Kom-tong, Dr. Ma Lok, Dr. Wah-yee, Mr. R. H. K. Kow-wai, Mrs. Hickling, Dr. G. E. Andrew, Miss Jones, Miss Baynes, Mr. Wong Kwan-tin, Mr. Ho Fook, Mr. H. R. Wells, Messrs. Lo Ching-kun, Ho Lan-chuen, Shun Tak-fan, and Li Ping.

Hon. Mr. Hallifax's Speech.

Addressing the gathering assembled in the hall, Mr. Hallifax said:

The C.P.D. is an institution unknown perhaps to many here; Chinese charities are like that—they do the work with never a thought of advertisement or immediate credit. But I, who, by virtue of my office, have the honour of being Chairman, know how much there is in it to justify a feeling of pride among those responsible and as I have not the same reasons for keeping quiet, I propose to outline to you its history by way of explaining today's ceremony. I believe you will find it of interest. The C.P.D. had its origin in the Government of Sir Henry Blake, at a time when plague was very prevalent in the Colony, and before a wider knowledge of the disease had removed some of its principal terrors. Western methods for the safeguarding of municipal health were essential and had necessarily to be employed; but it was very difficult to remove the prejudice against them which existed in the lower ranks of the Chinese community—the ranks among whom the incidence of the disease was most severe. Women and children, especially, provided the Government with some of its most difficult problems; and it was at this period that the dumping of dead children reared its highest level.

The representatives of the Chinese community were quick to see what was required, and to realize that the goal could only be attained by patient work through co-operation; and an opportunity was afforded for the exercise of that charitable sense which is so highly developed among them—their generosity is only equalled by the care and discrimination with which they deal with charitable funds. Most of the gentlemen who were especially prominent in launching the new scheme are unfortunately

no longer with us; but we still have Hon. Mr. Ng Hon-tsz, Mr. Ho Kom-tong and Mr. S. W. Tso. (Applause). The scheme represented a combined effort; and these gentlemen have been prominent right till to-day in maintaining it. They have each one carried out the detailed duties of Chairman of a District—and the continued success in this district (where our success, as was our need, was most marked) is largely to the credit of Mr. S. W. Tso, who has been Chairman here for many years. If any one individual earned special credit at the initiation it is Mr. Ho Kom-tong, who guaranteed the finances for the first six months and so made it possible to break into the new country with an easy mind. (Applause).

Objects of the C.P.D.

The objects of the C.P.D. were two-fold—generally to accustom the community to the use of western methods, with an eye especially to times of epidemics, and to concentrate effort very largely on the women and children. We employ western methods exclusively, through the agency of foreign trained Chinese doctors; and at every dispensary we also employ clerks whose duties include attendance at every distinction of premises to explain matters and to check and forward complaints. The whole work in each district is a matter for its own Committee with the whole body of the Kaifong behind it; and it may surprise some here to know that we have now an establishment of eight Dispensaries dealing annually with some 140,000 patients, at a cost of \$200,000 per annum; all of which, with the exception of Government subsidy of \$2,000, is subscribed by the Chinese community.

In the early days, when plague was most in mind, the establishment of Plague Hospitals was an integral part of the scheme; two were actually built—one here and one in Wanchai; premises were acquired elsewhere. But they were very little used; better knowledge of plague conditions and the growth of confidence rendered them unnecessary almost from the beginning. But the idea of looking after women and children still remained; and with the discussion—always with us but particularly prominent a few years back—on infantile mortality, the C.P.D. Committee evolved the scheme of converting the better of our Plague Hospitals into Maternity wards, as an experiment only and with some diffidence; but we relied on Mrs. Hickling, who gave the scheme very devoted honorary services and carried it to success at once. During last year 703 cases have been dealt with in the Wanchai wards—a Hospital of only 13 beds.

Training Chinese Nurses.

Success encouraged us, and we became ambitious enough to think of going a step further, to include in our activities one more enterprise we had for long had in mind—the training of Chinese as nurses. Establishments exist here where excellent training is given, notably the Alice Memorial and Affiliated Hospitals, and in fact our newly appointed matron is drawn from that source; but it was felt that there was room for more, especially if it was possible to open the door of the nursing profession to candidates who started with no knowledge of English. In the course of many discussions with those who ought to know I find but one opinion—that the Chinese lady has all the qualities of a most excellent nurse; and the institution we are opening to-day proposes to give her the

opportunity of entering that honourable profession fully trained and qualified. Incidentally I am not a that we have not at the same time some idea of tackling the new spirit of independence—so marked since 1911—by giving it something to think about and do before it finds more dangerous opportunities for itself. The training school, however, has to wait just a little, till the Hospital itself is a going concern. To begin with, we propose to limit ourselves pretty strictly to some half dozen or so students; we have to build up standard and dare not take any risk of dealing with more than we can properly manage.

Management of the Hospital.

We could have done nothing but for the advice and assistance of Mrs. Hickling, who has throughout spent much of her time in carrying out the details suggested by her own wide experience. The Committee wish me particularly to note their deep sense of gratitude for all that she has done. In the detailed arrangements of the building itself Miss Sloan, Matron G.C.H., was associated throughout with Mrs. Hickling and the architects, Messrs. Little Adams and Wood, and the advice and assistance of two such competent ladies, combined with the work of such a well known firm will, I am confident, leave small room for complaint by those who have to use the Hospital. I take pleasure in acknowledging here very generous subscriptions by the architects to our funds.

The Hospital is to be under the management of the Chinese Public Dispensaries, and the funds for the building and equipments are drawn largely from that source. But more was wanted. Mr. Ho Kwong has been a very energetic supporter of the idea from its inception, and at its instance there has been made two generous subscriptions, one for \$10,000 from Mr. H. M. H. Nemaize and one for \$2,000 from Mr. Mok Son Shing, which have put us in the unique position (for a charity) of having built and equipped this Hospital, costing \$20,000 (including of course the value of the ground which was given free by the Government) without a cent of debt remaining on it; and further, the Tung Wa Hospital joined this Hospital with itself in its Jubilee, and has made over an endowment of nearly \$30,000 invested in house property for its upkeep. Moreover, as recently as yesterday morning the Kaifong of the district have presented the establishment with all the furniture you see in the hall, and the General Committee have divided among themselves the whole cost of the furniture in the matron's room. We start well, and we hope to continue well, to set a high standard and to keep it. For this, however, we shall undoubtedly require sympathy and advice; and the Committee will welcome advice and criticism from any of the medical profession in the Colony, and is anxious that they should accept this invitation to visit the Hospital at any time that they find convenient. Arrangements will be made for recording their criticisms and they may rest assured that the fullest consideration will be given to each one. But we are going to understand some at least of such criticisms by inviting advice before hand on the curriculum of the Training School. The Government has already consented to provide the necessary teaching in English, which must appear in the course.

(Continued on Page 3.)

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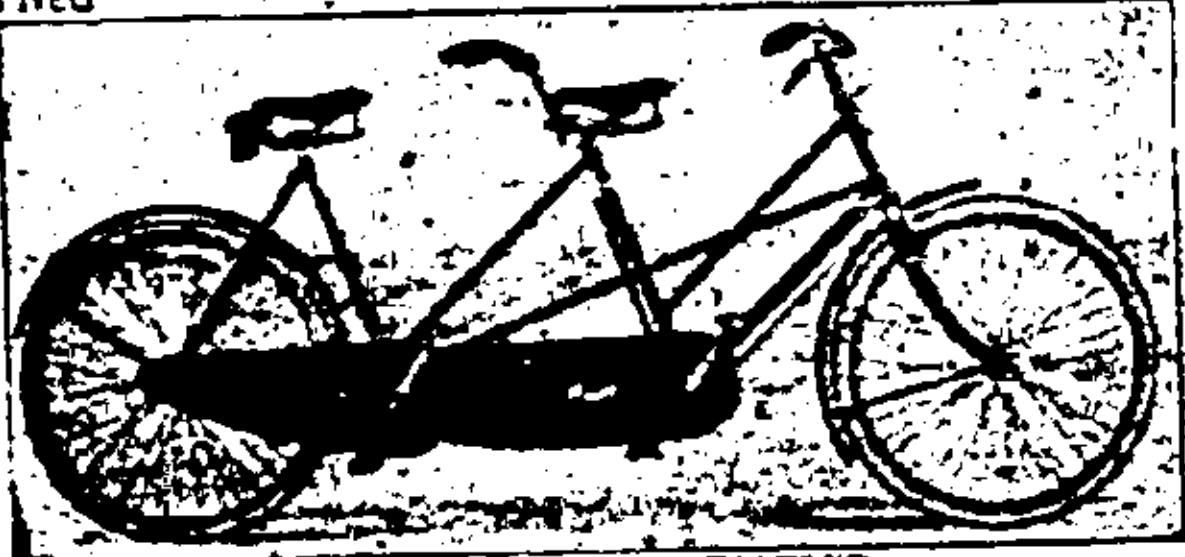
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CHINESE PUBLIC DISPENSARIES.

(Continued from Page 2)
Nursing Scholarships.

Before concluding, I have one thing more to say. H. E. the Officer Administering the Government, authorises me to state that the Government is prepared to show its sympathy with us by considering the provision of scholarships at the G.C.H. for some of those who have completed their course here. The G.C.H. course would mean education in general nursing, and the final certificate should qualify the holders to get and to hold the confidence of the doctors in any work they may require. The Committee will consider the attendance here today especially of ladies and doctors as the best of good omen. We have your sympathy and your interest; and it is a pleasant duty to have to express our thanks to you for having come all this way to show it. (Applause).

Mr. S. W. Tao read the Chinese translation of Mr. Hallifax speech. Mr. Ho Kom-tong, one of the original founders of the Chinese Public Dispensaries, speaking on the career of the Public Dispensaries, referred to the disapproval evinced by some Chinese at the inception of the scheme. He bore the expenses for six months and at the expiration of that period the community began to realise the usefulness of the institution and give their help. Thanks to the co-operation of the charitably inclined the public dispensaries were now on a sound financial basis.

A vote of thanks to Mrs. Hallifax was proposed by Mr. Chow Shou-son, who also called for three cheers and a "tiger," which were heartily given.

On behalf of his wife Mr. Hallifax wished the Tsan Yuk Hospital a prosperous and useful career.

In the course of a short speech Mr. S. W. Tao stated that the new hospital had met a long-felt need in Saiyungpun, the inhabitants of which would for ever remember the generosity of the donors to the building fund and

other co-operators. To the Chairman of the Chinese Public Dispensaries (Mr. Hallifax), he wished to convey the heartfelt thanks of the Chinese for his valuable assistance. Mr. Tao said he would also like to express his thanks to the following for their contributions: Chinese members of the General Committee, Saiyungpun Kai-fong Committee, the Tung Tak Guild, the Fishmongers' Guild, the Fruit and Vegetable Sellers' Guild, the Sun Hing firm, Wing Soi Cheung Company, Shing Fook Kee, Wang Yick Company and the On Lok Company.

Cheers for the visitors, followed by refreshments, terminated the proceedings. The visitors afterwards made an inspection of the building.

The Building.

The new institution is a maternity hospital consisting of a basement and four storeys. It is a solidly built structure with an imposing appearance, designed and constructed by Messrs. Little, Adams and Wood, and situated a short distance above No. 7 Police Station. It adjoins the Saiyungpun Public Dispensary. The furnishing and general equipment is almost complete and the Hospital is ready for immediate use.

The ground floor is taken up by the receiving room, the hall, the dining room, a kitchen and quarters for the amah. On the first floor there are two well appointed, roomy wards, each capable of housing five patients, and three private wards, two of them single and the other having accommodation for two women. On the same floor there are an operation room, a sterilizing, one duty and one "labour" rooms. The arrangements on the second floor are identical in every respect with the storey below.

Dr. H. Y. Chiu, M.D., a graduate of the Peking Medical University, is the surgeon in charge of the new hospital. Dr. Chiu also has under his control the Saiyungpun Public Dispensary, having been connected with it for seven years. The rest of the staff of the Tsan Yuk Hospital comprises one matron, two nurses and five amahs. The

matron and the nurses are quartered on the top floor. There are altogether 30 beds, all of them presented by the Tung Wah Hospital. The Kai-fong Committee of Saiyungpun contributed lockers, chairs and other equipment.

PHILIPPINE LEGISLATURE.

Deadlock Reached Over Election of Speaker.

Manila, Oct. 17.—The Philippine Legislature has been convened. Emmanuel Quezon has been elected President of the Senate. The House reached a deadlock over the election of the Speaker. Governor General Wood announced that he will appoint a Coalition Cabinet chosen from three parties. Quezon, leader of the Collectivist party, asserts that Cabinet members must be entirely Collectivists or they will not be confirmed by the Senate.—Reuter.

"CAT" FOR MEN WITH FIREARMS.

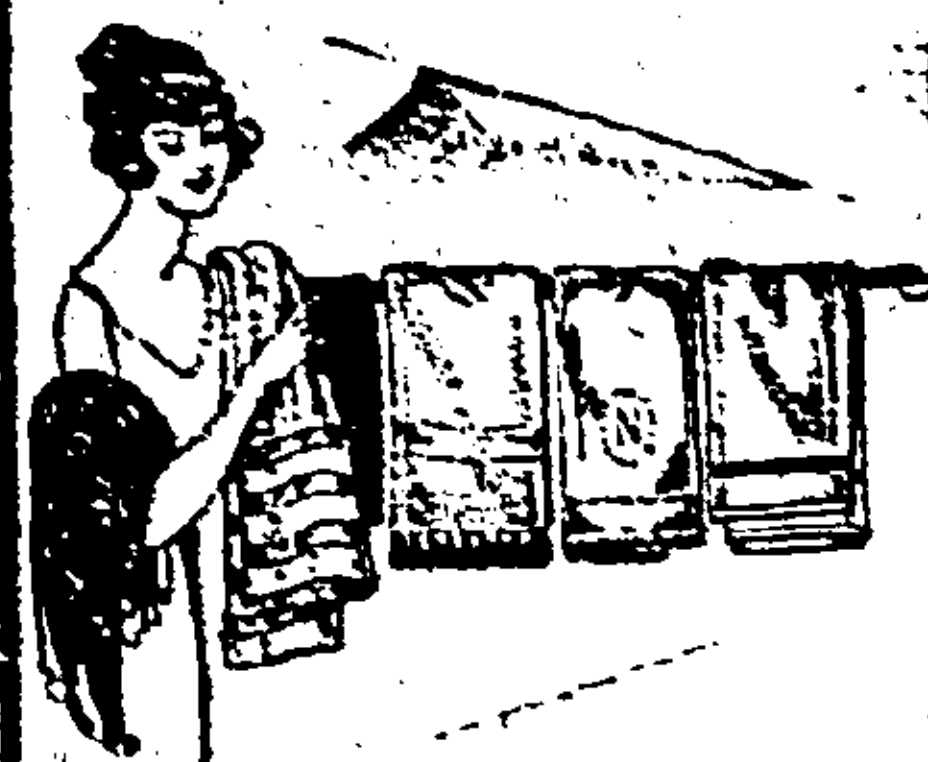
Recorder Hopes Law Will Soon Allow It.

In sentencing two men at the Old Bailey to penal servitude for being in possession of a revolver with intent to endanger life, the Recorder (Sir Ernest Wild) regretted that he could not order prisoners to be whipped. He hoped that there would be a change in the law shortly. Accused were Thomas Collins and Arthur Collins, who were sentenced to five years and four years' penal servitude respectively. These sentences run concurrently with sentences of three years on each of three charges of burglary in premises at Greenwich.

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Rudyard Kipling's Without Benefit of Clergy



Rudyard Kipling's brilliant "Gunga Din," "Kim," "Soldiers Three," and "Puck of the Pook," have made him an immortal genius, because of this ever young heart of the East and West.

In its power to exalt the heart, "Without Benefit of Clergy" is matchless.

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YANOTSZE 20th Nov. Genoa, M'les, Liverpool & Glasgow

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CONSIGNEES.

NOTICE TO CONSIGNEES.

NIPPON YUSEN KAISHA.
FROM EUROPE & STRAITS
The Company's Steamship
"NAPLES MARU"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, Today.

Goods not cleared by the 24th Oct., 1922, will be subject to rent. Damaged packages must be left in the godowns for examination by the consignees and the Co's representatives at an appointed hour on Tuesday and Friday. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.
Agents.
Hongkong, 17th Oct., 1922.

THE GRECO-EGYPTIAN TOBACCO CO.
12a, Queen's Road.

BEG TO ANNOUNCE to the general public the arrival of their new coffee roasting machine for the best quality Mocha and Java coffee, which can be had at the above address. Fresh Coffee roasted daily.

A PERSIAN PROVERB:
"A cup of hot coffee without an Egyptian cigarette is like meat without salt."

CONSIGNEES.

NOTICE TO CONSIGNEES.

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

Steamship

"PORTHOS"

Consignees of Cargo from Marseilles, and also cargo from Bordeaux ex s.s. "CEPHEE" are hereby informed that their goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon today requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after Friday, the 20th Oct., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 24th inst., or they will not be recognized. All damaged packages will be examined on Friday, the 20th inst., at 10 a.m. by Messrs. Godard & Douglas. No Fire Insurance has been effected.

A. JOBARD.

Actg. Agent.

Hongkong, 14th Oct., 1922.

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HARRY FURUKAWA, AND K. SAKAI,
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JAPANESE MASSAGE.

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CONSIGNEES.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD. AND CHINA MUTUAL STEAM NAVIGATION CO., LTD.

Consignees per Company's Steamer

"TEUCER"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to terms and conditions of storage at Holt's wharf. The Cargo will be ready for delivery from Godown on and after 16th October.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 21st Oct., will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 4th November, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE.

Agents.

Hongkong, Oct., 17th, 1922.

CHINESE JUDICIAL REFORM.

Conference at Shanghai.

Urgent needs of fundamental reforms in the administration of law in China, and the carrying out of certain reforms leading to the eventual abolition of extrajudicial rights are under discussion by the National Judiciary Conference at the Kiangsu Educational Association building, Shanghai. Over 50 delegates representing 11 provinces and 32 organisations have been in attendance. Seventy-two items of wide interest in China are on the agenda, including changes in the Mixed Court and the establishment of an appeals court.

The principal address was delivered by Mr. George Hsu Chien, who suggested that the powers of constitution-making be exercised by the people. Party interests are so strong in the National Assembly, he said, that it is useless to hope that it will draft a constitution that will be acceptable to the people. He advocated choosing delegates whose only duty would be to draft the constitution.

THE "JAUNDICED" EYE.

When your liver is not functioning properly headaches, bad temper, a bad taste in the mouth, foul breath, constipation and other depressing symptoms settle and you look upon everything with gloomy "jaundiced" eyes.

To remedy these disordered conditions and to bring back cheerfulness into life try Pin-kettes, the gentle little laxatives, to-night; you'll surely feel better in the morning.

Chemists everywhere sell Pin-kettes, or direct and post free at 50 cents the vial, from Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai.

EARLIER TELEGRAMS.

THE NEAR EAST.

Constantinople, Oct. 17. General Harrington, addressing pressmen, said time was not being wasted to give effect to the Mudania convention. Both sides were acting in accordance with contract. He hoped to carry out the difficult and delicate task without incident. The Nationalists alleged that forty villages in East Thrace had been destroyed, but daily Allied aerial reconnaissances had not observed traces of burnings. He offered to allow a Nationalist representative to make a daily flight in a British aeroplane in order to be convinced of the falsity of the idea. He added that nobody could charge the British with not having done their best for peace with Turkey.

Paris, Oct. 17. Franklin Bouillon, speaking to newspaper correspondents, urged that time should not be lost in summoning the Near East Conference, which should be conducted in the spirit of peace and not war. A poisonous atmosphere of distrust would be fatal. November 6th is mentioned as the date of the opening of the conference. The venue has not yet been settled.

AIR SAILING.

London, Oct. 17. Thirty-two competitors, mostly British, several French and two Dutch, took part in the Daily Mail gliding competition at Iford, Sussex Downs. The prize winner must remain in the air over half-an-hour, and land within eight hundred yards of the starting point. Fokker did both yesterday, with only a biplane competing, but is not yet the winner, the competition continuing for a week. The next best performance was that of the Britisher Raynham, with a monoplane, who was in the air eleven minutes and 23 seconds. The weather was most favourable and the competition was watched by thousands of spectators.

MR. LLOYD GEORGE'S SPEECH.

London, Oct. 17. Lord Gladstone, in a letter to the press, replying to Mr. Lloyd George's attack, says the world was waiting for a pronouncement on grave public events, yet he devoted some minutes to demolishing Lord Gladstone by stale, familiar gibe. Lord Gladstone declares that Mr. Lloyd George cannot escape responsibility for the debacle in the Near East, which was the inevitable result of the Government's policy.

RUBBER RESTRICTION.

London, Oct. 17. The Council of the Rubber Growers' Association has passed a resolution strongly supporting the recommendations of the Colonial Office Committee, in urging the Governments of Ceylon and Malaya to introduce legislation necessary to give effect thereto as soon as possible, and pledging itself to give the Government every assistance in carrying out the scheme.

THE CHINA STATION.

London, Oct. 17. The light cruiser Diomedes has left Portsmouth for China, where she replaces the cruiser Cairo, transferred to the East Indies.

THE DRUG TRAFFIC.

Record Cocaine and Morphine Seizure.

A Korean named Cho Yunkin appeared on remand before Mr. H. E. Lindell at the Magistrate's yesterday charged with unlawful possession of 2,300 ounces of morphine and a corresponding amount of cocaine. The total value of the drugs is estimated at \$24,000.

The defendant travelled as a first class passenger from Marseilles by the Mishima Maru and arrived on the morning of the 16th inst. As the ship was steaming into port she was boarded at Cheung Chau by Mr. Taylor, Assistant Superintendent of Imports and Exports, and in the course of a search the drugs were discovered concealed under the springs of four chairs and two sofas belonging to the defendant.

Mr. F. C. Vaux, defending, pleaded guilty. Mr. Vaux said that his client was a commission agent at Tai Pak, Formosa, and went to London last July to enquire into the medicine trade there. Whilst in London he struck up a friendship with a Shanghai Chinese named Uan Hung-lun, who convinced him his intention of purchasing morphine and cocaine to be shipped to China by the Mishima Maru. Defendant and the Shanghai man travelled by the same ship, the latter as a second class passenger. The four pieces of

luggage, in which the drugs were secreted, belonged to Uan Hung-lun, but no trace of him could be found by the Revenue Officers when they boarded the ship. Mr. Vaux said that the evidence given by the steward of the Mishima Maru and a Chinese passenger at the last hearing was correct. Mr. Vaux applied for leniency.

The Magistrate: Has there been a bigger seizure in your records? Mr. Smith, Superintendent of Imports and Exports: I don't think so. Mr. Smith added that he would gladly put in evidence to show that the defendant was the moving spirit in the transaction. There was no mention of the Shanghai Chinese referred to in the documents seized by the Revenue Officers.

The Magistrate imposed a fine of \$25,000, or twelve months' hard labour, with an additional term of six months' hard labour.

In reply to Mr. Vaux, the Magistrate said that if the defendant could not pay the fine the sentences would run consecutively. His Worship ordered the confiscation of the drugs as well as the papers seized.

"What about the furniture, Mr. Smith?" asked the Magistrate, humorously.

Mr. Smith: Defendant can have the furniture back.

Victor Supremacy.

THE VICTROLA.

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SPECIAL
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ON
PAGE 3.

DON'T WORRY

You often do when choosing a Xmas Present to send your friends at home, you don't know what to buy. A Photo of yourself or your children taken by

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The favourite passenger steamer

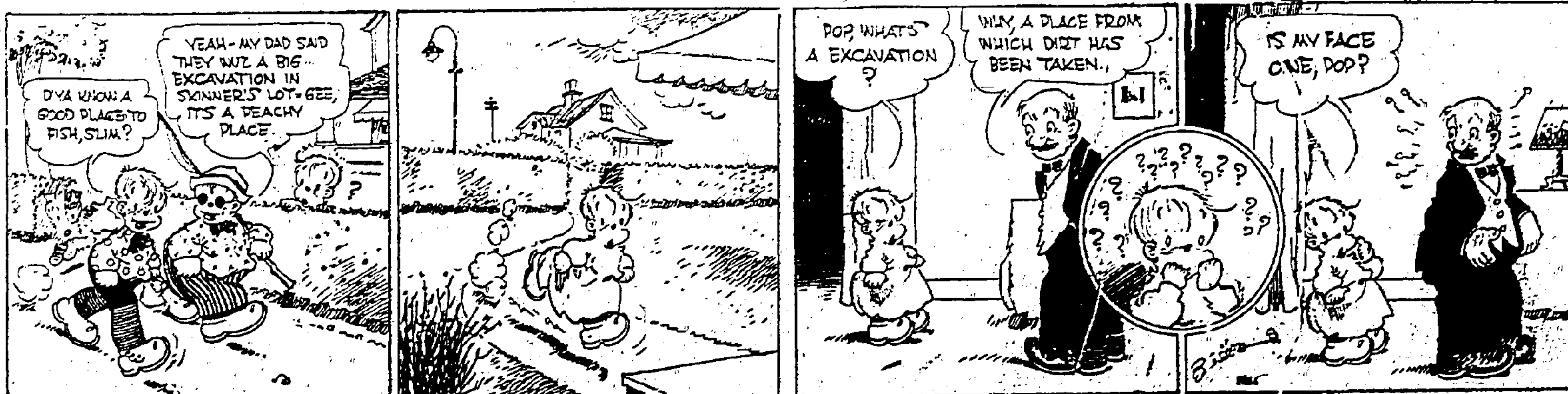
HAIR-NUN

(Capt. Charles E. Page).
Apply Thos. Cook and Sons or To Hing Tai,
114, Wing Lok Street.

FRECKLES AND HIS FRIENDS

A New Name for Face

BY BLOSSER



They've begun at last. After all this long time they've got a move on. After all this weary waiting, if we wait a little while longer, we may perhaps actually see it. The hard-earned dollars of patriotic citizens have been lying in the bank a long time, but some of 'em are being spent now for the purpose for which they were given. There's a whole gang of 'em at it. Great signs of activity, and it's been going on several days. It's not a dream. When I saw it the first time, I had to pinch myself really hard to see if I was awake. Surely it was some illusion. It could not possibly be true. For years and years there's been such a lot said, but what a little done. We've heard about it many, many times. Super-taipans have met in solemn convolve together and at certain periods little tit-bits of information gleaned by enthusiastic pressmen have appeared in the columns of the local papers. We read them and smiled. The whole thing began to develop into a joke. But now they must have been in real earnest all the time. Yes; they've actually started. They're dux a big hole, like a shell crater. You can see it yourself if you take a peep through the entrance of the formidable structure the contractor has put up. It looks as if they mean business this time. The "finest site" is all boarded in. I believe we really are going to have our War Memorial.

Circular Ruffles, Short Jackets & Draped Skirts.

IT is not easy to summarize the fashions shown by the Paris houses, for the post-war variety is maintained. After a while the boiling pot of clothes will simmer down to a few definite fashions. At this hour there is a frock for every purse and type.

SKIRTS ARE LONG AND DRAPED.

The average woman will not find the prevailing new skirt easy to wear. It is pulled so tightly across the end of the spine that no one can sit with ease and only the emaciated can wear them with grace and distinction.

The Japanese sarong is the inspiration for these draped garments. Some are drawn upward in front and finish there with an ornate and curious buckle or knot of the fabric; others are drawn

upward to the left hip, where there are two ends that tie, or splashes of beaded ornaments, or Chinese plaques with long tassels.

This fashion is strongly accentuated in the one-piece frocks for afternoon and evening. Street and sport skirts are reasonably wide, without pleats, sometimes they lap over one side, and they are minus drapery.

There are no formal trains for evening gowns, but pieces of transparent fabric fall from parts of the bodice drapery to give length on the floor. There is slight ornamentation on skirts unless they are part of a one-piece frock. The glory of colour is kept for the jacket, the blouse, the sleeves.

but the majority revive the large coat of other seasons. These are of cloth, of crepe satin, of matelasse, and of velours de laine when they are for cold days and actual protection. Monkey fur is the decoration most preferred.

The new developments in formal afternoon and evening wraps is a square of velvet and fur with ornate metal decoration, sometimes Oriental embroidery, always a conspicuous lining, maybe fur, which a woman is asked to hold about her when she walks.

The one other place where the cape retains any kind of prestige is on the back of a frock. As a square of fabric to straighten the line from neck to waist or a bit below, it is in constant usage by dressmakers.

Arm coverings are really intended to cover the arm this coming winter. They have been reduced in size, they do not cascade down the sides nor expose the arms.

It is safe to say that the sleeve which predominates is long and tight. It has two curious endings. It barrels out into considerable width below the elbow and narrows at the wrist to a bracelet; or it has three or four small circular ruffles that fall over the hand from a tight fore-sleeve.

The barrel sleeve is highly decorative for whatever is Persian or Indo-China is worked out on that bit of ballooning. The ruffled sleeve combines the two features by putting tiny ruffles of tarnished silver lace on the outstanding lower sleeve.

The three-quarter sleeve is shown, but it is not popular nor especially attractive. When there is width at the wrist it is pleated in and held by an ornament. To hark back to skirts for a moment, the same trick is used on sleeves to hold their godets at the circular sides. A tab of braid or other ornamentation, slight in shape and not too highly coloured, holds down the fulness, which is a happy ar-

STRUGGLE AGAINST THE BATEAU NECKLINE.

Few women lose interest in the neckline. It, with the length of skirts, is in a constant state of flux. This season there is a change from the prevailing Italian oblong opening, shaped like an olive, but the change has not prevented the designers from keeping on the old line. There is a rounded opening and another with somewhat the shaping of a Moorish arch.

One designer brings out a deep U-shaped décolletage on blouses which he outlines with a chiffon ruffle; he places a modesty piece under the deepest part of the curve. The important fact is that the fashion for pulling the blouse collar over the coat collar and the wearing of white lingerie blouses, died when it was born. The new coats usually button to the neck and have a choker collar with fur attached, so there is no need for a blouse collar. When they open in front they show the same collarless blouse cut like a

designer feel that velvet is too heavy to carry to the collarbone. Something must be done. So they uncover the neck and put a harness of brilliants over it.

DETAILS DISTINGUISH NEW GOWNS.

Nothing is exactly as it was, however. There is a riot of details in decoration and remarkably lovely new fabrics. The usage of bright leather last spring has brought out crepe fabrics that are a decided change from what ever we have known; the velvets are as soft as chiffon; Georgette is covered with Indo-China and simple Chinese embroideries in metals and coloured silks, usually in horizontal lines.

Feathers, dyed fur, Indian ornaments, ivory and other productions of the ancient East give strange effects to modern clothes.

Venetian blond and antelope are new shades in hosiery. They are very sheer, and usually have openwork clocks.

THIS WEEK'S RECIPES.

Frozen Fruit Cream.

Ingredients:—6 peaches, 3 bananas, 3 oranges, 3 lemons, few grains salt, 1 pint cream, 2 cups sugar, 2 cups water, ½ teaspoon vanilla.

Rub peaches and bananas, after peeling, through a coarse strainer. Boil sugar and water one minute.

Add to fruit puree, and freeze to a mush. Beat cream until stiff, add vanilla and salt, and stir into the frozen mixture.

Pack for one or two hours, in salt and ice, using five measures of ice to one measure of salt.

Note: Any combination of fresh or canned fruit may be used, but one must use judgment about the quantity of sugar, depending on the kind of fruit used.



Considerable jacket of heavy white cloth shown in Paris. Embroidered in the Cross of Malta and other designs in bright colours. The hem and the collar are of dyed feathers. The hat matches in fabric and decoration.



Over-blouse for separate skirt with bands of self material edging neck and sleeves, also forming ruffles with tassels of brown silk falling from the centres. Curious hat of beige crepe with quill going across the front on the upturned brim.



Street costume in grey velours de laine with embroidery in dull yellow. The blouse is of yellow crepe, so is the sash. The short wrap is the new square of cloth that designers use in all lengths.

pillow slip. The collar of the jacket is covered with a small fur-bearing animal.

There is an effort to have women return to the utterly uncovered shoulders for evening, but its success is problematical. The girle bodice is revived, with glittering straps over the shoulder also the bodice that leaves one-half the upper part of the body exposed.

The reason for the return to the more ceremonial décolletage is the outpouring of black and deeply coloured velvet frocks. The



Any wrap of crepe frappe which is one of the prevailing novelties of the year. It looks like beaten black leather. It has a large ornament of braid in front and sleeves and collar are edged with monkey.

BEAUTIFUL CUSHIONS.

There is a new fashion for simply enormous cushions, and some charming examples are being displayed in Oriental embroidered silk. A large square scarlet silk cushion had a rich design in all manner of lovely colours, ranging from blue to gold. A long bolster cushion in black and white embroidery had fringed ends of jet and silver beads.

The larger the cushion the more fashionable it is, and these gigantic creations are especially beautiful for divans.

HOW TO CLEAN A SILK BROCADE CORSET.

Pound some starch to a fine powder and mix with laundry blue in the proportion of nine parts of starch to 10 of blue. Rub the corset all over with this, leave for a few minutes, and then flick off with a soft clean brush. If there is still a faint mark at the waist, which usually gets more soiled than the other parts of the corset, rub it out with a little benzine.

ARE OPALS UNLUCKY?

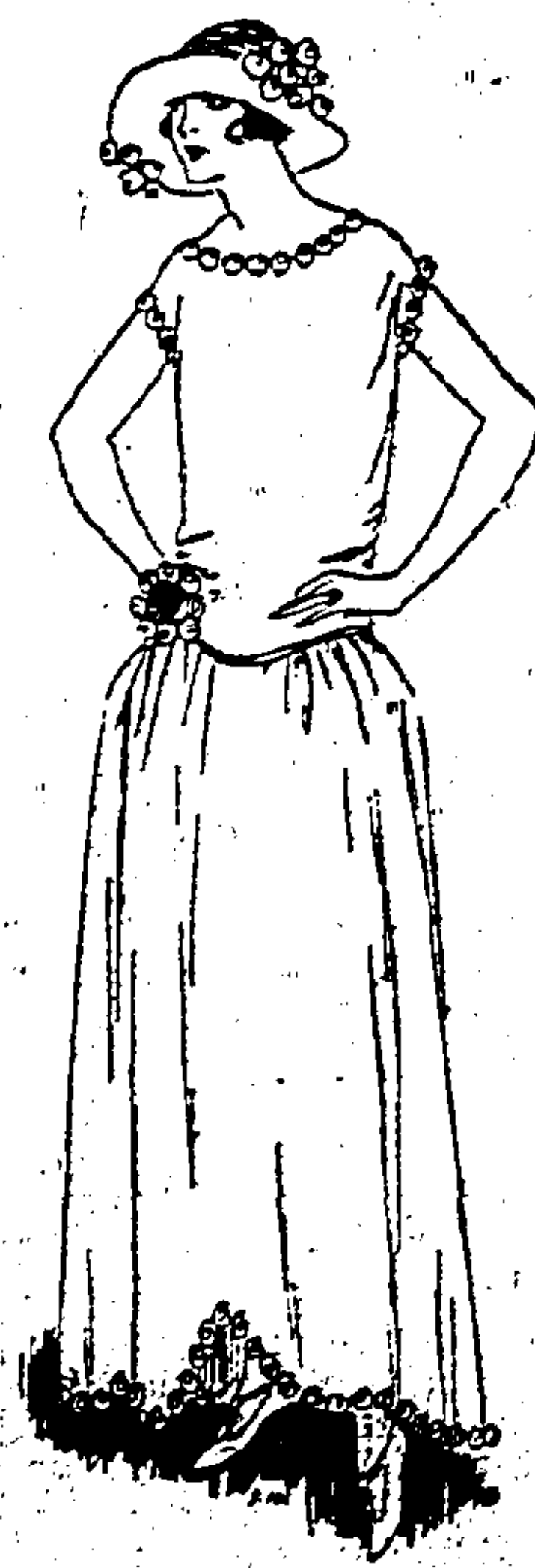
There is no more beautiful gem than the rainbow-hued opal, and undoubtedly it would be worn very much more than it is if it were not saddled with a reputation for bringing misfortune on its wearer.

The prevalence of this superstition is very curious, for it can be traced back to nothing more unlucky than Sir Walter Scott's famous novel, "Anne of Geierstein." This book introduced an opal that brought sorrow on all its possessors, and so widely was it read a century ago, when Sir Walter was at the zenith of his popularity, that the gem began to be credited with the evil power he gave it in the story.

But there is no reason why we moderns should be influenced by an almost forgotten piece of fiction, which most of us have not read. In real life opals are no more unlucky than any other stones, and plenty of people who possess them can point to happy lives.

The opal is the symbol of hope, and is said to sharpen the sight and strengthen the faith of its wearers. It is considered particularly the stone of the October-born.

Sealing wax (red, vivid yellow and emerald green are three colours which are much in vogue this season.



Bride's maid's frock of white crepe satin. It is decorated with tiny silver roses. At the hip is a single red rose bedded in the silver ones. The hat of crepe is trimmed with silver flowers.

PACIFIC SHIPPING.



CANADIAN PACIFIC FARES TO ENGLAND.

Empress of Canada, Empress of Australia.
Empress of Russia, Empress of Asia.
CONNECTING WITH
Empress of Scotland, Empress of France.
Empress of Britain, Empress of India.

\$620.50 GOLD First Class
\$442.84 GOLD Second Class
\$412.84 GOLD Second Class

EMPERESS OF CANADA & E. OF AUSTRALIA
EMPERESS OF RUSSIA & EMPERESS OF ASIA

CONNECTING WITH
Montreal, Montreal, Montreal.
New, Oil Burning, Turbine, 16,400 ton Steamers.

\$566.58 GOLD First Class
\$402.84 GOLD Second Class
\$372.84 GOLD Second Class

EMPERESS OF CANADA & E. OF AUSTRALIA
EMPERESS OF RUSSIA & EMPERESS OF ASIA
Third Class Atlantic
Second Class Pacific
Second Class Pacific
Third Class Atlantic

All above fares include First Class Railway Accommodation.
Sleeping Car Fares, Vancouver to Montreal: Compartment
Lower Berth \$25.60.

"CANADIAN PACIFIC THROUGHOUT"

Hongkong Office Tel. Central 732. Cable Address GACANPAC.



Reduced Fare to Europe U.S. \$620.50 First Class Throughout
HONGKONG TO SAN FRANCISCO.

VIA SHANGHAI, THE ISLAND SEA JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN."

KOREA M. 20,000 Oct. 15. 4 p.m. TAIYO M. 22,000 Nov. 25.
SHINYO M. 22,000 Nov. 2 PONYO M. 22,000 Dec. 15.
SIBERIA M. 20,000 Nov. 13.

Calling at Keelung

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO.

VIA MANILA, KEELUNG, JAPAN, HONOLULU, HILO, SAN FRANCISCO.

SAN PEDRO, MANZANILLO, BALBOA, CALLAO, MULLENDO, ATRICA & IQUIQUE.

THENCE BY TRANS-ANDERSON ROUTE TO BUENOS AIRES.

ANYO MARU 18,000 Oct. 22nd.
SEIYO MARU (Omit Keelung) 14,000 Nov. 25th.
RAKUYO MARU 17,500 Jan. 10th.

Omitting call at Keelung.

JAPAN-HONGKONG-JAVA SERVICE

Between
Kobe, Moji, Dairen, Hongkong, Batavia, Samarang & Sourabaya.

Steamer. Destination. Leaving Hongkong.

PERSIA MARU Java November 25th.
PERSIA MARU Keelung, Moji, Kobe. December 15th.

NEW YORK LINE.
(Freight Only.)

VIA SAIGON, JAVA AND SUEZ.

Steamer. Tons. Leaving Hongkong.

REIYO MARU 12,000 October 18th.

For full information regarding passengers, freight, and sailings apply to—

Y. TSUTSUMI, Manager.

King's Building. Tel. Central Nos. 2374 & 2375.

Agents at Canton. Messrs. T. E. GRIFFITH, LTD.

STRUTHERS & BARRY.

Managing Agents—United States Shipping Board

EXPRESS FREIGHT SERVICE.

To Los Angeles & San Francisco from Hongkong by Direct Route.

"Dewey" Due Hongkong 23rd Oct.
Leaves Hongkong 30th Oct.

"Elkridge" Due Hongkong 10th Nov.
Leaves Hongkong 12th Nov.

CARGO ACCREDITED FOR TRANSHIPMENT AT SAN FRANCISCO TO

BILLIKLY SAILINGS FOR ATLANTIC SEABOARD PORTS, THROUGH

WEEKS OF LADING ISSUED TO U.S. & CANADIAN OVERLAND POINTS

To Manila, Saigon, Spore, Batavia, Samarang & Sourabaya.

"West Chopaka" Due Hongkong 3rd Nov.
Leaves Hongkong 22nd Nov.

"West Farallon" Due Hongkong 23rd Nov.
Leaves Hongkong 23rd Nov.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

For Full Information apply to

STRUTHERS & BARRY.

L. EVERETT, General Agent for

Japan-China-Philippines. G. P. BRADFORD, Res. Agent.

Indo-China-Straits & Java.



VEREENIGDE NEDERLANDSCHE SCHEEPVAART MAATSCHAPPIJ.

(United Netherlands Navigation Company)

HOLLAND-OOST AZIE LIJN

(Holland-East Asia Line)

(Members of the Straits, China and Japan

Conferences.)

Regular monthly service between

Japan ports, Shanghai, Hongkong and Manila

and

Amsterdam, Rotterdam, and Hamburg, Bremen

Steamers For Sailing on or about

GEMMA R'dam, A'dam, Hamburg & Bremen 21st Oct.

OOSTKERK A'dam, R'dam, Hamburg & Bremen 20th Nov.

OUDEKERK R'dam, A'dam, Hamburg & Bremen 20th Dec.

For full particulars please apply to

JAVA CHINA JAPAN LYN

General Agents, York Building.

PACIFIC SHIPPING.



DOLLAR LINE

SAILINGS FROM HONGKONG.

For Baltimore via Genoa, Marseilles, Boston and New York.
S.S. DIANA DOLLAR ... 4th November.
S.S. MARGARET DOLLAR ... 10th December.

For New York via Genoa, Marseilles, and Boston.
S.S. ROBERT DOLLAR ... 5th January.

For New York via Panama.
S.S. STUART DOLLAR ... 1st January.

For Vancouver and Seattle.
S.S. STUART DOLLAR ... 1st January.

For Rates and Particulars Apply to

THE ROBERT DOLLAR CO.

No. 4A Des Vaux Road, Ground Floor. Tel. Central 795 & 792.

NORDDEUTSCHER LLOYD

REGULAR

FREIGHT AND PASSENGER SERVICE

ON THE BERTH FOR—

PORT SAID, ROTTERDAM, HAMBURG, BREMEN

S.S. WESTFALEN ... Sailing 16th November.

Calling at Antwerp.

For particulars Regarding Rates and Bookings Apply to

THE ROBERT DOLLAR CO.

Tel. Central 795-792 Gen. P. O. Building. Third Floor.



PACIFIC STEAMSHIP COMPANY

Operating the following U.S. Shipping Board Steamers.

SEATTLE & VICTORIA

SERVICE—COURTESY—SPEED.

PASSENGER & FREIGHT

Via Shanghai, Kobe and Yokohama.

Sails From Hongkong Arrive Seattle

S.S. President Grant ... For Seattle ... Oct. 19. Nov. 17.

President Jefferson ... For Seattle ... Nov. 2. Nov. 21.

President Madison ... For Seattle ... Nov. 16. Dec. 5.

SPECIAL THROUGH RATE TO EUROPE G. \$620.50.

Sailings every 14 days.

MANILA SERVICE:

S.S. President Jefferson ... Oct. 23.

President Madison ... Nov. 6.

President McKinley ... Nov. 20.

SAIGON, SINGAPORE & SOURABAYA.

S.S. LAKE ONAWA ... Oct. 23.

Through Bills of Lading to all United States and Canadian

Overland Points; also via Panama Canal Lines to Atlantic Ports.

Passengers and Freight Particulars, apply to

THE ADMIRAL LINE

PASSENGER OFFICE. H.K. & Shanghai Bank Building.

Tels. Central 2477 & 2478. 4, Des Vaux Rd. C., G. Floor.

SERVICE TO NEW YORK.

NEW YORK and/or BOSTON
via PANAMA.

S.S. SATSUMA ... about October 25.

For freight space and particulars apply to—

BARBER STEAMSHIP LINE INC.

THE ADMIRAL LINE

AGENTS.

4, Des Vaux Rd. C., H.K. & Shanghai Bank Bldg. Ground Floor.

Telephone Central 2477 & 2478.

KONINKLYKE PAKETVAART MAATSCHAPPIJ.

(Royal Packet Navigation Co. of Batavia)

THE STEAMSHIP:

"VAN OVERSTRATEN"

will be despatched 1st. November to SINGAPORE, PENANG

and BELAWAN DELI.

Offers excellent Saloon accommodation

All lower berths

English cuisine

1st class fare to SINGAPORE \$100.

Agents: JAVA CHINA JAPAN LIJN,

York Building,

Chater Road.

Telephone Central No. 1574.

PACIFIC SHIPPING.

CHINA MAIL S.S. CO., LTD.

(Incorporated in U.S.A.)

OPERATING FAST FREIGHT AND PASSENGER STEAMERS

"NANKING" "CHINA" "NILE" "GORJISTAN"

"ARMANESTAN"

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE

FIRST CLASS FARE TO EUROPEAN PORTS

Minimum Rate U.S.G. \$577.07

Maximum Rate U.S.G. \$620.50

First Class Accommodation Throughout.

Trans-Pacific Service

HONGKONG TO SAN FRANCISCO

Via Shanghai, Nagasaki, Yokohama & Honolulu.

S.S. NANKING S.S. CHINA S.S. NILE

October 23rd. November 27th. December 12th.

JAVA SERVICE

HONGKONG TO AMOY, SINGAPORE & JAVA PORTS.

S.S. GORJISTAN. S.S. GORJISTAN.

To Swatow & Amoy. To Singapore, Batavia, Samarang

and Sourabaya.

S.S. ARMANESTAN. S.S. ARMANESTAN.

To Amoy and Swatow. To Singapore, Batavia, Samarang

and Sourabaya.

FAST FREIGHT SERVICE

Through Bills of Lading issued to all ports in United States & Canada

also

Cargo accepted on Through Bills of Lading for transshipment at San

Francisco to weekly sailings for principal Atlantic Ports.

CHINA MAIL STEAMSHIP CO. LTD.

PRINCE'S BUILDING, 100 HONG KONG STREET.

TELEPHONE, PASSENGER DEPT. TEL. FREIGHT DEPT. & AGENT.

Central No. 1934. Central No. 2161.

Cable add. "CHIMAIL"

BOSTON & NEW YORK.

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd., & China Mutual S. S. Co., Ltd.)

AMERICAN & MANCHURIAN LINE

(Kierman & Bucknell S. S. Co., Ltd.)

Sailings from Hongkong:

S.S. BELLEROPHON ... via Suez Canal ... 25th Oct.

S.S. KENTUCKY ... via Suez Canal ... 5th Nov.

S.S. TEUCER ... via Suez Canal ... 15th Nov.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice

For freight and particulars apply to

BUTTERFIELD & SWIRE OF THE BANK LINE, LTD, HONGKONG.

(John Swire & Sons, Ltd.)

HONGKONG & CANTON REISS & CO. CANTON.

MESSAGERIES MARITIMES

Mail Steamers

Next Sailings

from Hongkong

and Sailing for

S. S. & Japan

Pro. Sailing

from Hongkong

for Europe

31st Oct.

14th Nov.

23rd Nov.

26th Dec.

RATES OF PASSAGE MONEY TO MARSEILLES.

A Class 1st Class £138.14 B. Class 1st Class £120.6

Steamers 2nd Class £101.12 Steamers 2nd Class £86.10

Railway Tickets issued for Leading Towns of Europe.

LIGNE COMMERCIALES (Cargo Boats)

S.S. LT. DE MISSISSY Sailing end Oct. for Havre, D'Kirk & A'werp

Sailings and dates subject to alteration without notice.

For further particulars apply to:

Telephone Central 740.

Consignment.

Transit.

Representation.

COMMERCIAL NEWS.

CONTINENTAL AVIATION.

The French aviators' trade

union has resolved to refuse Mr.

Fokker's admission to the Paris

aviators' Hall.

CHINESE RAILWAYS.

Passengers carried by the Sun-

ning Railway totaled 1,561,757.

the highest number on record, the

branch line from Sunning to

Pakaha, opened in November

1920, being responsible for a large

increase. — Kiangmoon Trade

Returns, 1921.

ENGINEERS AND PUBLIC

INQUIRIES.

An application of the Amal-

gamated Engineering Union for

representation at Board of Trade

inquiries into railway accidents

has been refused, but the Ministry

of Transport promises considera-

tion of applications where a

member of the union is concerned.

KONGMOON PAPER MILL.

The Kongmoon Paper Mill has

been fully occupied during the

year with excellent results, the

paper manufactured being of good

quality and finding a ready

market in Hongkong. It is ex-

pected that with the installation

of additional new machinery,

which has lately arrived from

England, the output, at present

some 40 piculs a day, will be in-

creased by 50 per cent. — Kiang-

moon Trade Returns, 1921.

FEDERAL WIRELESS CO.

Shipping to Europe, Australia, and other Ports.

P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

COMPANIES INCORPORATED IN ENGLAND
 STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, GULF, EUROPE, ETC.
PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS
 (UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tons	From Hongkong (about)	Destination
SICILIA	6,702	18 Oct. noon	Spain, P'ang, C'bo & B'bay
MANTUA	11,000	25 Oct. 11 a.m.	B'bay, M'les, L'don, A'werp
DONGOLA	8,000	8th Nov.	M'les, London & Antwerp
NANKIN	7,000	22nd Nov.	M'les, London & Antwerp

BRITISH INDIA-APCAR SAILINGS (South)

JAPAN	6,000	19 Oct. 3 p.m.	Spain, Penang & Calcutta
TANDA	7,000	28th Oct.	Spain, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

ST. ALBANS	4,500	1st Nov.	Manila, Thursday Island, Trille, B'bay, Sydney & Melbourne.
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For further information apply to—**NIPPON YUSEN KAISHA.**
 Tel. Central Nos. 292 & 293. K. H. KAMEI, Manager.

SAILINGS TO SHANGHAI & JAPAN.

NANKIN	6,853	23rd Oct. 4 p.m.	Shanghai, Kobe, Y'ham
G. APCAR	4,649	25th Oct.	Japan
KARMALA	8,943	4th Nov.	Shanghai & Japan
EASTERN	4,000	4th Nov.	Japan

All dates are approximate and subject to alteration without notice.
 WIRELESS ON ALL STEAMERS.
 Passengers' Messing not more than 2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.
 For Passage Rates, Handbooks, Freight, etc., apply to
MACKINNON, MACKENZIE & CO.
 22, Des Voeux Road Central.
 Agents.

GLEN AND SHIRE.

JOINT SERVICE OF STEAMERS.

O.K., STRAITS, CHINA & JAPAN Service.

OUTWARDS.

Vessel	Due Hongkong
S.S. OLENGARRY	20th October.
S.S. GLENIFFER	10th November.

HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
S.S. GLENARIFFE	17th Oct. GENOA, L'DON, A'WERP & H'BURG.	
S.S. GLENDOLE	23rd Oct. LONDON, A'WERP, R'DAM, H'BURG.	
S.S. GLENAPP	31st Nov. L'DON, A'WERP, R'DAM, H'BURG.	
S.S. GLENGARRY	27 Nov. GENOA, L'DON, A'WERP, R'DAM, H'BURG.	

Movements are subject to change without notice.
 For freight or further particulars please apply to—

JARDINE, MATHESON & CO., LTD.**THE GLEN LINE, LTD.**

AGENTS

Telephone Central No. 215, sub-ex. 23 and 3695.

JAVA-CHINA-JAPAN LIJN.

REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tjimanock	Java	19th Oct.	19th Oct.	Amoy, Shanghai
Tjileboet	Java	20th Oct.	20th Oct.	M'la, San Francisco

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For Freight and Passage apply to the

Java-China-Japan Lijn.

Telephone Central No. 1574. York Buildings.

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Sailings:—To Canton daily at 8 a.m. & 10 p.m. (Sun. 10 p.m. only)
 From Canton daily at 8 a.m. & 5 p.m. (Sundays 5 p.m. only)

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

Sailings to Macao Daily at 8 a.m. & 2 p.m. (Sundays at 9 a.m. only)
 Sailings from Macao Daily at 8 a.m. & 2 p.m. (Sun. at 5 p.m. only)

Further information may be obtained at the Company's office, 4A Des Voeux Road Central, Messrs. Thos. Cook & Son or the American Express Company, Hongkong.

Shipping to Europe, Australia, and other Ports.

N. Y. K.

SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via S'hai & Japan ports.
 Through Bills of Lading issued to all Overland Common Points in U.S.A. & Canada.
 YOKOHAMA MARU ... Monday, 23rd Oct. at 11 a.m.
 KAGA MARU ... Friday, 10th Nov. at 11 a.m.
 MARSEILLES, LONDON & ANTWERP via Singapore, etc.
 SUWA MARU ... Wednesday, 25th Oct. at 11 a.m.
 FUSHIMI MARU ... Wednesday, 8th Nov. at 11 a.m.
 LAMBURG via LONDON, ROTTERDAM.
 DAKAR MARU ... Beginning of November.
 LIVERPOOL via MARSEILLES.
 TOYOHASHI MARU ... Tuesday, 24th October.
 SYDNEY & MELBOURNE via Manila, etc.
 YOSHINO MARU ... Wednesday, 18th Oct. at 11 a.m.
 AKI MARU ... Tuesday, 14th Nov. at 11 a.m.
 NEW YORK VIA PANAMA.
 MAYABASHI MARU ... End of October.
 RIO DE JANEIRO, SANTOS & BUENOS AIRES via Cape.

10MBAY via Singapore, Penang & Colombo.
 TANBA MARU ... Friday, 27th October.
 CALCUTTA via Singapore, Penang & Rangoon.
 PENANG MARU ... Saturday, 21st October.
 NAHASAKI, KOBE & YOKOHAMA.
 TANGO MARU ... Friday, 17th Nov. at 11 a.m.
 SHANGHAI, KOBE & YOKOHAMA.
 HAKOZAKI MARU ... Thursday, 26th Oct. at 11 a.m.
 KAWACHI MARU (Omitting Shanghai) Saturday, 28th Oct.
 For further information apply to—**NIPPON YUSEN KAISHA.**
 Tel. Central Nos. 292 & 293. K. H. KAMEI, Manager.

DODWELL & CO., LTD.

REGULAR SAILINGS TO NEW YORK & BOSTON
 FOR NEW YORK & BOSTON.

S.S. "KENDAL CASTLE" Sailing on or about 15th Nov.
 S.S. "WRAY CASTLE" Sailing on or about 15th Dec.

LLOYD TRIESTINO.

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR SHANGHAI.

S.S. "VENEZIA" ... Sailing on or about 6th November.

For BRINDISI, VENICE & TRIESTE.

Via Singapore, Penang and Colombo.

S.S. "TRIESTE" ... Sailing on or about 28th October.

S.S. "VENEZIA" ... Sailing on or about 25th November.

Passengers' Luggage can be insured at the office of the Agents.

NATAL LINE OF STEAMERS

Regular Passenger and Cargo Service.

FROM CALCUTTA TO SOUTH AFRICAN PORTS.

S.S. "UMLAZI" ... Sailing on or about 31st October.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD.

Telephone Central 1030. Agents.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.
 SAILING (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia	Leaves Hongkong for Australia
CHANGSHA	17th Oct.	21st Oct.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

(JOHN SWIRE & SON, LTD.)

Telephone Central No. 36.

Agents.

"ELLERMAN" LINE.

(Ellerman & Bucknall S.S. Co., Ltd.)

UNITED KINGDOM & CONTINENT SERVICE.

OUTWARDS.

"City of Tokio" ... 20th Oct. ... S'hai, Kobe & Yokohama.

HOMEWARDS.

"City of Sydney" ... L'don, A'werp, R'dam, H'burg, G'gow.

PASSENGER SERVICE.

"City of Paris" ... Mid. Dec. ... Marseilles & London.

"City of York" ... Beg. Feb. ... "

"City of Simla" ... Mid. March. ... "

"City of Poona" ... Mid. April. ... "

Subject to change without notice.

For further particulars apply to.

REISS & CO.

CANTON.

THE BANK LINE, LTD.

(Tel. Central 90).

COASTAL SHIPPING.**INDO CHINA STEAM NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
N'chwang via Swatow, S'hai and Antung	Taksang	Thurs. 19th Oct. at noon.
KOBE	Hosang	Thurs. 19th Oct. at 5 p.m.
H'phong via H'how, P'hoi, Leesang	Fri. 20th Oct. at 10 a.m.	
SANDAKAN	Hinsang	Fri. 20th Oct. at noon.
MANILA	Yuesang	Fri. 20th Oct. at 3 p.m.
TIENTSIN	Chipsing	Sat. 21st Oct. at 4 p.m.
TTAO via S'how & S'hai	Yatsing	Tues. 24th Oct. at 10 a.m.
BANGKOK via Swatow Chaksang	Tues. 24th Oct. at 10 a.m.	
STRAITS & Calcutta	Lalsang	Tues. 24th Oct. at 3 p.m.
TTAO via S'how & S'hai	Hangsang	Thurs. 26th Oct. at 10 a.m.
HAIPHONG via H'how Mingsang	Sun. 29th Oct. at 10 a.m.	

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore. Returnings from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon. SHANGHAI LINE.—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at H'how when inducement offers.

HORNEO LINE.—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers a.s. "HINSANG" & "MAUSANG". Both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

TIENTSIN LINE.—A regular service is run from March to Nov. between H'how & Tiensin calling at Weihaiwei & Chefoo. BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "Lalsang" will be despatched on or about Tuesday, 24th Oct., at 3 p.m. for SINGAPORE, PENANG & CALCUTTA. Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE MATHESON & CO., LTD.

Telephone Central No. 215. General Managers.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
AMOI & SHANGHAI	Suiyang	19th Oct. at 6 p.m.
NEUCHANG	Hanyang	20th Oct. at 4 p.m.
BANGKOK	Linan	20th Oct. at 4 p.m.
SHANGHAI	Luchow	21st Oct. at 4 p.m.
SWATOW & SINGAPORE	Kweiyang	22nd Oct. at 10 a.m.
SHANGHAI & TSINGTAO	Szechuen	22nd Oct. at 4 p.m.
SWATOW & BANGKOK	Kingyuan	24th Oct. at 10 a.m.
SHANGHAI & TSINGTAO	Kanchow	24th Oct. at 4 p.m.
H'HOW PHOLH'PHONG	Kailong	25th Oct. at 7 a.m.
AMOI & SHANGHAI	Soochow	26th Oct. at 7 a.m.
W'WEI CHEFOO & T'HSIN Kueichow	27th Oct. at 4 p.m.	
SHANGHAI & TSINGTAO	Sinking	28th Oct. at 4 p.m.
SHANGHAI	Schikang	29th Oct. at 4 p.m.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidst Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (three weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE.—Weekly service to and from B'kok via S'how.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

(JOHN SWIRE & SON, LTD.)

AGENTS.

Telephone Central No. 36.

Cargo and baggage can be insured at the above office.

DOUGLAS STEAMSHIP CO. LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns, (Occupying 9 to 10 days.)

Steamships	Captain	Leaving
Hailong	W. C. Paramore	FRI. 20th Oct. at 1 p.m.
Hailong	J. S. Thomson	TUES. 24th Oct. at 1 p.m.
Hailong	W. S. Turnbull	FRI. 27th Oct. at noon.

Arrivals and Departures from the Co's Wharf (near Blake Pier.)

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

NANYO YUSEN KAISHA.

The South Sea Mail S.S. Co., Ltd.)

REGULAR FORTNIGHTLY SERVICE

between

JAPAN, HONGKONG & JAVA.

For Batavia, Samarang & Sourabaya.

S.S. CHERIBON MARU Sailing on or about 25th Oct.

For Moji, Kobe & Yokohama.

S.S. SAMARANG MARU Sailing on or about 7th Nov.

For further particulars please apply to—

K. SUZUKI,

Manager.

Tel. Central No. 2206.
 Second Floor, Prince's Building.

SHIPPING NEWS.

CANTON STEAMERS.
 American tonnage has increased appreciably by the arrival of ocean ships with case oil for the Texas Company, now directly represented in this port. Japanese ocean tonnage has quadrupled its figures, owing to the scheduled runs of the Nisshin Kisen Kaisha, a line of steamers operated by the Nippon Yusen Kaisha before regular running was contemplated. Launch traffic with Hongkong, however, shows an advance of 37,000 tons, spread over 1,000 vessels. The commandeering of Chinese ships for military service enhanced figures under the Portuguese flag very considerably, although the general total for the ships of the China Merchants Steam Navigation Company remains about the same.—*Canton Trade Returns*, 1921.

NANKING CLEARANCES.
 The total number of vessels entering and clearing was 6,935, with an aggregate tonnage of 9,162,124 tons, an increase over the figures for 1920 of 763,392 tons, due to the China Merchants Steam Navigation Company having added the Kiangshun and Kiangnan to their fleet of river steamers, and the China Navigation Company, Limited, the s.s. Whampoa to theirs. The fall in tonnage of ocean steamers is attributed to reduced number of Blue Funnel ships loaded by the International Export Company, the disappearance of salt steamers formerly calling at this port for bunker coal, and the temporary interruption of the regular services of liners between Canton and Fookow. There is an improvement in the tonnage of sailing vessels (lorchas). Under the heading of steam-launches, the number of trips decreased on account of the International Export Company's launches plying between Wuhu and Nanking.—*Nanking Trade Report*, 1921.

EXCESSIVE SHIPBUILDING COSTS.

A correspondent writes to the *Journal of Commerce*:—A pessimistic view of the shipbuilding outlook was taken by Mr. J. T. Batey, managing director of Hawthorn, Leslie and Co., Ltd., speaking at the launch of the Autolycus, the new large Holt liner. He said the negotiations going on were too delicate to allow one to say much, but the outlook was bad. Vessels under construction were little more than half of last year's number, and if they were launched quicker than they were built it could only result in the shipyards closing. The high costs and high dues, which were double those of Continental ports, militated against shipowners. Cost must be brought down. Shipbuilders, who had made great sacrifices, which, however, had not brought a shipbuilding boom, must look to administrative costs and labour-saving devices in the endeavour to economise. He suggested that employers and employees should put their heads together to see what could be done to bring down costs. The vessel, which was christened by Mrs. Gornier, is the 12th built by the firm for the Holt Line since 1907, when the Holt Line was established.

LOWERING OF JAPANESE FREIGHT RATES.

As a means of lowering the prices of commodities, the Japanese Government has decreased the railway freight rates. At the same time, the Government has decided to suggest to all the shipping companies a decrease in their freight rates. A few days ago, the Governor of Osaka Prefecture summoned the representatives of the Osaka Shosen Kaisha and other shipping companies in Osaka in Office and advised them to reduce their rates. As the shipping companies have already lowered their freight rates to a minimum owing to the shipping depression and are only just able to keep things going, they feel that they cannot lower the freight rate further, or at any rate, not to an extent that would have any effect on the prices of commodities. However, as a rejection of the proposal, it was thought, would form a check to the Government's policy and would deprive the companies of the sympathy of the general public, the most important shipping companies have decided to lower the rates to some extent, at the expense of their profits. According to the *Osaka Jiji* the directors of the Osaka Shosen Kaisha have decided to lower the rates and investigations are now being made as to the extent. The Nippon Yusen Kaisha is to adopt the same attitude with the Osaka Shosen Kaisha, and will reduce the rate by 10 to 20 per cent.

CHINESE SEAMEN AT LAW.

The Proposed Settlement.

The libel action brought by the Chinese Merchant Marine Mutual Aid Society against the Chinese Seamen's Union (Shanghai branch) and its chairman, Lin Wai-man, was heard by Messrs. Yui and Blackburn at the Mixed Court, Shanghai, last week.

Messrs. R. N. Macleod and V. S. Ziar appeared to prosecute and Mr. L. W. Hartigan defended.

In opening the case Mr. Macleod said that, acting on the suggestion of the bench at the last hearing, he wrote to Mr. Hartigan stating certain terms on which his clients were prepared to withdraw the present charge, but up to that time he had seen no reply. Mr. Hartigan, however, had informed him that he had replied the previous day. There had been ample time, submitted counsel, for Mr. Hartigan to reply, but apparently defendants thought fit to wait until the last moment. Counsel assured the court that his clients had done their best to bring about a settlement, and they were willing to withdraw the present charge if defendants in this case would withdraw the two allegations that plaintiffs had misappropriated certain moneys and stolen certain books, and tender a public as well as a private apology to the plaintiff society. Counsel said that they were not anxious that the Court should go into the present matter.

PUBLIC INSULTS.

The defendants, Mr. Macleod said, were charged with publicly insulting and attacking plaintiffs. They wanted this stopped and wished to point out that it was not until these proceedings had been instituted that the answer was made charging plaintiffs with theft, which was an entirely different matter and which they would leave to the Court.

The present charge, said Mr. Macleod, was that defendants were responsible for the publication of certain statements in the Shanghai Journal of Commerce on September 21 and 22, under the heading "Public Notice of the Shanghai branch of the Chinese Seamen's Union." This dealt with the seamen's strike in Hongkong and with certain subscriptions agreed upon immediately thereafter. Reference was made to some dispute between the two organizations and the name of the Merchant Marine Mutual Aid Society was mentioned more than once. The concluding part of the notice said that the object of the advertisement was "to expose the members of this Society to all seamen and to all those who uphold justice and public opinion."

Mr. Macleod then proceeded to read the translation of the notice as follows: "They (the Society) have obtained benefits of increased wages by the efforts of others and are now attempting to upset the Union. . . . What can be more hateful if they again repeat their shameful deed and rejoice over it?" The advertisement further charged plaintiffs with being ignorant and stupid, and termed them as traitors.

Such an advertisement, continued Mr. Macleod, was calculated to do harm and cause strife among seamen, as it emptied to show how shameful was an organization plaintiffs were. Counsel then submitted that the inference was that Lin was connected with the publication of the notice. The public press was not a place to offer public insults of this sort, regardless of who was in the right and who was in the wrong.

The advertising manager of the Shanghai Journal of Commerce was then called and produced the original copy of the advertisement. Mr. Hartigan stated that his clients admitted that the advertisement was published upon instructions from the Seamen's Union. He stated further that Lin Wai-man was chairman of the Seamen's Union.

Mr. Macleod asked for a sentence so as to prevent repetitions. Mr. Hartigan then dealt with his reply to Mr. Macleod's letter and proceeded to read his draft, when counsel for the complainant objected on the ground that he had not seen the letter.

GREATER TRUTH, GREATER LIBEL.

The letter, part of which was permitted to be read, stated that plaintiffs' terms were impossible and the present libel charge was lodged in anticipation of an action which the Seamen's Union had contemplated bringing. His clients were prepared to withdraw their charges if a public admission of plaintiffs' errors was made in the Chinese press, and if

CHINA COAST OFFICERS.

Latest Changes.

Mr. H. Gifford, chief officer, Sunning, has gone acting master, Chinkiang. Captain R. A. Thomson, of the Chinkiang, has gone master, Tungchow.

Captain W. McIntosh, of the Tungchow, is on leave. Mr. R. A. Marrable, from reserve, has gone second officer, Tungchow.

Mr. W. Peplow, from reserve, has gone chief officer, Sunning.

Mr. H. Campbell, acting chief engineer, Ngankin, has gone second engineer, same ship.

Mr. J. Hughes, third engineer, Chinkiang, is on reserve.

Mr. R. Thorburn, from reserve, has gone supply chief engineer, Hsin Peking. Mr. W. A. Cleland has been appointed supply third engineer, Hsin Peking.

Mr. J. W. Ridley has been appointed supply third engineer, Tatum.

Mr. H. B. Boulter, third engineer, Poyang, has gone second engineer, same ship. Mr. W. W. Mackay has been appointed third engineer, Poyang.

Mr. H. M. Rogers, from reserve, has gone acting chief officer, Yusan.

Mr. H. Rawstron, chief officer, Yusan, is on reserve.

Mr. N. Cook, from reserve, has gone second officer, Tuckwo.

Mr. J. E. Harvey, second officer, Tuckwo, is on leave.

Mr. E. V. Bishop, from leave, has gone chief officer, Kutwo.

Mr. J. A. Murphy, acting chief officer, Kutwo, has gone second officer, same ship.

Mr. A. Cameron, third officer, Mausang, has gone second officer, Mausang.

Mr. H. A. P. Meik, second officer, Kumsang, has gone second officer, Fooksang.

Mr. E. K. Baker, third officer, Fooksang, has gone third officer, Mausang.

Mr. E. L. Merrett, from reserve, has gone second officer, Kumsang.

Mr. W. J. Lawrence, second officer, Fooksang, has gone second officer, Wingsang.

Mr. W. Henderson, acting second officer, Wingsang, has gone third officer, same ship.

Mr. A. McEwan, from leave, has gone chief engineer, Tuckwo.

Mr. J. MacLachlan, supply third engineer, Hopasang, has gone supply third engineer, Koonsing.

Mr. P. Kemp, third engineer, Koonsing, has gone second engineer, Pingwo.

Mr. J. W. Fisher, acting second engineer, Pingwo, has gone third engineer, same ship—Shipping and Engineering.

EYE COMFORT

means better health and better results from your work, and if your eyes require glasses you have had careful and expert examination in fitting the proper correction. Eye comfort requires also just an expert care in the manufacture and adjustment of your glasses. You will find it worth while to consult a reliable firm, devoted exclusively to optical work: over ten years' experience in the office and factory of The Hongkong Optical Co., successors to Clark & Co., manufacturing and refracting opticians, located in 53, Queen's Road Central.

THE HIDE INDUSTRY.

Buffalo and cow hides were principally shipped from the North River district through this port. The quantity exported in 1920—922 piculs—was nearly doubled in 1921. Sugar.—On account of the price of foreign sugar, which had become prohibitive, a great quantity of Chinese brown sugar has gone into consumption.—Samsui Trade Returns, 1921.

an apology were forthcoming to Mr. Lin.

"We deny that these are insulting attacks," said counsel. "They were provoked by scandalous statements and slanders made by plaintiffs in the Chinese press which the Union could not do otherwise than repudiate. They are the truth and we are prepared to prove them."

The Assessor: They are libellous whether they are the truth or not. The greater the truth, the greater the libel.

Mr. Hartigan continued to explain that the object of the notice was to notify the public that plaintiffs had been expelled from the Union and were, therefore, not qualified to represent the Union any longer, especially in connection with the collection of subscriptions. He submitted that there was no libel at all. The case was adjourned.

WEATHER REPORT.

Oct. 18d. 10h. 25m.—Pressure is nearly stationary at Shanghai and over Formosa. It has decreased considerably over central and N.E. Japan and slightly at other reporting stations.

A depression has formed between the Bonins and Japan.

Moderate monsoon may be expected over the N. China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, '22, 67.03 inches, against an average of 79.39 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District	Forecast
Formosa Channel	
South coast of China between H.K. & Lamocks	N.E. winds, moderate; fine.
Hongkong to Gap Rock	
South coast of China between H.K. & Hainan	

I. F. CLAXTON, Director.
H.K. Observatory, Oct. 18, 1922.

TIME SIGNALS.

The time ball on Kowloon Signal Hill is dropped daily at 10 a.m. and 4 p.m., except on Saturdays when it is dropped at 10 a.m. and 1 p.m., and on Sundays and Holidays when it is dropped at 10 a.m. only.

The ball is hoisted half mast at the 55th minute and full mast at the 57th minute. Should the ball fail to drop at the correct time, it will be lowered at five minutes past the hour and the ordinary routine repeated at following hour, if possible.

Should the time ball be out of order the above routine will be carried out with flag "Z" on the storm signal mast.

The signal are also given at night by means of three white lamps mounted vertically on the Observatory wireless mast. From 5h. 56m. 0s. to 9h. 0m. 0s. p.m. the lamps are extinguished momentarily at the even seconds except at the 2nd, 28th, 50th, 52nd, and 54th of each minute.

The hours refer to Hongkong Standard Time (8 hours of tea Greenwich).

Sept. 6d. 11h. 00m.—Warning to Hongkong, Coast Ports, &c.—Depression or typhoon in Lat. 15° N. Long. 123° E., direction unknown, position uncertain.

METEOROLOGICAL.

	Previous Day	on date.	on date.
at 2 p.m.	6 a.m.	2 p.m.	
Barometer	29.90	29.89	29.88
Temperature	80	77	81
Humidity	76	81	79
Wind Direction	E	E	E
Wind Force	3	3	3
Weather	b	b	o
Rain	0.00	0.00	0.00
Highest open air		Temperature on the 17th	84
Lowest open air		Temperature on the 18th	77

T. F. CLAXTON, Director.

H.K. Observatory, Oct. 18.

PASSENGERS ARRIVED.

Per Admiral Liner President Grant from Manila, Oct. 17.—Father V. Breton, Mr. Ho Chun Chua, Miss Cheung Chat, Mr. Chong Soo, Mr. A. J. Fisher, Mrs. J. Fikens, Mr. J. W. Galehouse, Mr. Li Jim, Mr. John T. Kennedy, Miss Ng Wai Kwam, Mrs. W. La Mont, Sally La Mont, Mr. Yee Lee, Miss Gunn Look, Miss Ng Mei, Miss Quyn Hin Min, Mrs. W. E. Phillips, Mr. and Mrs. R. Whythe Paulden, Mrs. Lo Voy Quian and infant, Mr. and Mrs. Robt. Robertson, Miss Alice Shipley, Miss Lulu Shipley, Mrs. Su Sam, Mr. Robt. Taylor, Mrs. L. J. Taylor, Miss Ethel Taylor, Mr. Ng Khey Tin, Mr. Tai So, Mrs. J. N. Walton, Miss Mary Jane Walton, Mr. Woo Chin, Miss Wong Shin Fung and Miss Li Young.

HOTELS.

LEADING FAR EASTERN HOTELS.

HONGKONG: Hongkong Hotel, Peak Hotel, Repulse Bay Hotel.
SHANGHAI: Astor House Hotel, Palace Hotel, Grand Hotel Kalee.
PEKING: Grand Hotel des Wagon Lits.
The Hongkong Hotel Co., Ltd. In conjunction with The Shanghai Hotels, Ltd. and The Grand Hotel des Wagons Ltd.

KING EDWARD HOTEL

CENTRAL LOCATION, ELECTRIC LIFTS AND LIGHTING, TELEPHONE ON EACH FLOOR. HOTEL LAUNCH MEETS ALL STEAMERS. Tel. Central 373. Telegraphic Address: "VICTORIA" J. WINDHILL, Manager.

THE EUROPE HOTEL.

SINGAPORE.

DANCING AFTER DINNER EVERY MONDAY, WEDNESDAY and SATURDAY. TEA DANCES TUESDAYS and THURSDAYS.

The Hotel Orchestra under the Direction of Mr. F. R. Martens.

Telephones in every Room.

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THE EUROPE HOTEL LTD. ARTHUR E. ODELL, Manager.

KINGSCLERE HOTEL MID-LEVEL

KNUTSFORD HOTEL KOWLOON

SACHSE, LENNOX & Co. General Agents. Are resident Managers.

PALACE HOTEL, KOWLOON.

Tel. No. Kowloon 2. Tel. Add. "Palace". Two minutes from Ferry and Railway Station. Five minutes by Ferry from Hongkong. A first class Hotel in every respect and under English management. Cuisine under personal supervision of the Proprietor. Lounge, Bar and Billiard Room. Terms Mod. rate. Special arrangements for families on application to J. H. OXBERRY, Proprietor.



SOLE AGENT, MITSUI BUSSAN KAISHA, LTD., HONGKONG.

UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELEGRAPH COMPANY, LTD.

Kudomoto from Mikage. Isuante from Kobe. Hiraoka Matsubara Hotel, from Tokio.

St. Marsh U. S. S. Tracy, from Shanghai.

R. Kottellwell, from Shanghai. Togohideki Hotel Matsubara, from Kobe.

Rey, from Shanghai. Liangtsuche L. Charlie & Co. from Shanghai.

9235, from Chinkiang. Liyansang Kwongtailoychan, from Amoy.

1487, from Chinkiang. 1144, from Chinkiang. Tackfung & Co. Poonliman, from Hankow.

Cheungyuen, from Shanghai. Lashing, from Shanghai.

7844, from Shanghai. Manchuenchan Des Vieux Road West, from Amoy.

TE. KRING, Superintendent. Hongkong, October 12, 1922.

EASTERN EXTENSION AUSTRALASIA & CHINA TELEGRAPH CO.

3157/5th Argenteor, from Bombay.

4643/7th Blaket, from London. 2624/4th Sivadco, from London. 5650/10th Toyosano, from Townsville.

M. E. F. ABBEY, Superintendent. Hongkong, October 12, 1922.

PEAK TRAMWAYS CO. LTD.

TIME TABLE.

WEEK DAYS
7.00 a.m. to 8.00 a.m. every 15 mins
8.00 a.m. to 10.00 a.m. every 15 mins
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NIGHT CARS.

8.30 p.m. to 11.30 p.m. every 15 minutes
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